

TO-DAY.

LL BUY HALF INTERESTS in houses, etc., will guarantee, care Oregon. TION BY A YOUNG MAN in property business and administration of interests business.

WITH SEVEN ROOMS, Mrs. M. B. Hoffman, 603.

STARS FOR BED-rooms, single or double, \$67.

LADY TO WORK FOR man that is going to be a good man and wife.

FOR MAN AND WIFE, want to work; no children.

NG - HOLMES BUSINESS, 249½ St.

RENT ROOMS, NICE, or without board, \$100.

COND-HAND, WANTED, size, "Suds," P. O. Box 402.

DOUGIE OIL SELLER, my engraved map of Oregon.

ROTH COOK, SALES, at my house, 1001.

ENT GOLF TO DO, 100 miles at 75½ feet, \$1,600.

FOR GENERAL HOUSEHOLD, cor. 12th and Jefferson, it has been used.

FOR RENT, STYLISH, \$100, or without board, \$80.

HOUSE AT 100 WEST 5th, West Portland, \$500.

ARE AHEAD, COM-1000.

ITION CREAM AT 1000, \$100.

WASHINGTON STREET, 607.

PACIFIC STREET, 11.

Y. PRINTER, 11.

1-HELP, LIGHT HOUSEWIFE, 200.

DO GENERAL HOUSE-KEEPING.

RENT ROOMS, \$100.

RENT, STYLISH, \$100.

DOAL DRIFTWOOD GLEUET.

hat May Reporters Have Gathered
Up About the Metropolis.

Under The Flag—Going Home—Formal Re-
sponse—Eight Seats—Fifty Dollars Billed by
Meths—Old Gads—Various Glaubins.

THE WISE STATESMAN.—A family of
immigrants leisurely taking in the sights
over Second street yesterday afternoon elicited
not a little attention from passer-by.
One man, emphatically smoking his pipe
of ease, had the appearance of an easy-going
western farmer. His wife, who seemed to
be considerably younger in years and of
a more vivacious temperament, was carrying
her arms a little child. Two girls, each
bearing a hat that looked more like an
estimated rainfall than the article of manufac-
ture, usually to be found in a trunk store,
had accompanied the party. The
latter had completed the party. The
latter looked at this and that with the
greatest apparent satisfaction, but the woman,
endured with her train of waits, looked as
though she had been born in a more
favorable conditions. Such a group, a
real representation of the immigrant fam-
ily just arrived from a distant climate.

NEW ARRIVALS.—Yesterday a woman who
had been stopping with Mrs. Susan Nick-
on Tench street for some time past fled
had three trusts, but professed to be
safe. Saturday evening the steamer Undine
will leave Vancouver at 6:30 P. M.
The fare for the round trip is 50 cents.

ENTERTAINMENT TO-NIGHT.—Pantomimes,
entertainments and a social time at the Unitarian
chapel to-night at 8 o'clock sharp. Admis-
sion 25 and 10 cents; refreshments extra.
Don't fail to attend.

CHANGE OF TIME.—On and after to-day the
steamer Undine will leave Vancouver at 8 A.
M. and 1 P. M. Returning leave Portland
at 10 A. M. and 4 P. M.

NUMBER TWO.—On the eighth page will be
found J. Selling & Co.'s announcement of
bargains "number two." Remember to
day only.

WOOD CHOPPER TO BANKER.

How One of Portland's Millionaires
Made His First Start.

He Came Here a Poor Boy—Slept in the Woods
in This City—Made a Babe at
Oregon City.

Calling at the office of the Commercial
National Bank a day or two since a reporter
and the president of the bank, Hon. D. P.
Thompson, sat down to talk at leisure and
for a chat. The reporter wished to in-
quire about a matter pertaining to the early
history of the city and asked Mr. Thompson
how long it was since he came here.

"It is just thirty-five years the 12th of this
month since I landed here in company with
a man named Coon Easter," said Mr.
Thompson. "We had our blankets with us
and we went back about two blocks from the
river and made our bed and slept under a
big tree. We had nothing to eat but what we
had in our pockets. It was a long, cold, sleep-
less night and we slept very comfortably.

"The next morning I went up to Oregon
City on a boat, commanded by Capt. Dick
Wilson, and there I had not
a cent. I had an order from Mr. R. R. Thompson, to Col. John M.
Cracken, for \$40, which I presented. The
colonel was extremely polite, as he always
was, and not ready money. I pro-
posed to take back the order and had
fusly got it for \$20, but the colonel
had no money.

"I inquired how long he had been at
Oregon City, and he replied 'a year or two.' I
asked him if he had not a cent, but he had
not until the purveyor had left
the store. Efforts were made to hunt the
man up, but without success. It is probable
that the customer put the money away, not
telling himself at the time that anything
had been taken from him.

MANUFACTURER.—Every day adds
new proofs of the truth of the often re-
peated statement that plenty of good grapes
can be raised in Oregon. Any quantity of
the grapes of delicious flavor are to be found
at the fruit stalls and groceries around
town, raised in the vicinity of this city.
The only large lot of magnificence, Black
Hamburgh grapes, however, have come from
Forest Grove. They were of large size,
the color, and exquisite flavor. In a few
days more they will be added to the list of fruits exported from Oregon.

GATES FOR WOOD.—On the 15th of October
the Japanese store of Anderson
& Co. made some purchases to the
sum of \$15, tendering in payment thereof
a \$10 gold piece. Through mistake the
cash was \$50 in change in the place of
\$5, as though he was giving at the
gate.

PAUPER'S EXCUSE.—A few evenings ago
a formal reception was tendered Rev. C. E.
Cline, the new pastor of the Hal. street M.
church. There was a large attendance
and a very enjoyable time was had by all.
Rev. Dr. Kummer and S. A. Wood,
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WE'LL HAVE A CABLE ROAD.

All negotiations concluded and work will commence within thirty days.

The Contest Ended Between the Portland Cable Railway Company and G. W. Lynch of San Francisco—What He Says.

All preliminary negotiations were concluded yesterday and a contract entered into between Mr. G. W. Lynch of San Francisco and the Portland Cable Railway Company, looking to the early completion of the cable road to Portland Heights.

The route of the line is from the future site of the Grand Union depot, at the foot of Fifth street, to Spring street, the upper terminus of the line. The consideration, as stated by the company, is about \$100,000, and the time for the completion of the contract at eighteen months.

Mr. G. W. Lynch, who is contracting to build the line, was seen in his rooms of the Gem last night by an Oregonian reporter, and questioned as to the details of the arrangement.

The preliminary contract has been signed for the work, which will be merged into a formal and final contract on the expiration of thirty days, when it shall return from San Francisco, whenever I shall go there for the purpose of arranging for the necessary bonds. I am now engaged to the contractor for the completion of the work in the name and time specified. The board of directors were unanimous in their decision to accept the proposition. The formal contract will arrange in full for the necessary construction, which have already been practically decided upon.

"What system of cable cars do you use?"

"The road and all its equipments are to imitate in every respect to the Powell-street cable road, of San Francisco, which is acknowledged on all hands to be one of the finest and best in any country, combining, as it does, the excellencies, and profiting by the imperfections of all previous cable roads. It is the latest one built, and I consider the best. I have been surprised, had not a little amazement, at the lack of information and confidence existing in your city, concerning cable car lines, which have been so prominently successful in their achievements in the Far West, so recently.

"Where will the main building be put up?"

"At the foot of the trustworthiest will be erected the plant of the system, covering one block. An excavation, twelve feet deep, will be made, and the machinery will be put in the vaults. The ground floor will be open to the public, with the track at that place, and will be furnished for a round house for the cars. The garage will be a second story, which will be put up by the contractor, the company may find necessary. The first story will be of brick, the superstructure frame."

"What will the plant consist?"

"The motive power of the line will be about 20 horse power, and furnished by one engine and boiler, fully equipped with machinery in readiness in case of a breakdown. The machinery is comparatively simple, the cable being endless, and propelled by a 'drop,' or pulley, at the works, and transmitted to the cars by a cable, which is wound around a pulley, being wound over the two and one-half miles of the road; it is about an inch in diameter and composed of a series of steel strands closely woven. A duplicate cable is called for in the contract, which will be put on when the first is worn out, and will be required to be of the same quality. The life of a cable depends upon its handling. One put upon a new road with rough or inexact bearing, may wear out in six months, but under favorable circumstances it may last for many years."

"What will you have contracted for?"

"I am to furnish ten cars. These, all put in at once, will give a car for every half mile of the five miles of cable, which will be sufficient for the present. The company will regulate the number of cars to suit themselves, however, being governed by the demands of travel. I should say that the capacity of these cars, I am informed, which are to be put on the Powell street line, will be about sixteen persons. One decided advantage of cable over horse cars is that there are no annoying walls. The cable always runs, the gripman attaching and detaching the car to it. They always run on the conductor line, so people can make their calculations accordingly."

"The road will be built substantially of brick and cement."

"What is the cost to the company of the road?"

"In the neighborhood of half a million dollars."

"What if, any, do you represent?"

"I am the only one known in the transaction as far as the financial side is concerned. Whatever help I have in my power is yet unknown to myself. I shall give the bonds and deal with the company."

"I will say, however, that the work will be put in by Mr. Howard C. Holmes of San Francisco, who was the supervising architect of the Powell street line in that city."

"What experience have you had in the construction of lines?"

"I am sure that this is so unimportant that it should be stopped at the one man who can give the thing, and there is not

any thing to be gained by it."

"How will the work begin?"

"The final contract will call for the completion of the work in eighteen months from its inception, that is, nineteen months from now. As soon as that contract is signed, I will use no time in getting the plant under way."

"Do you expect to let your sub-contractors to San Francisco?"

"No, I shall give Portland people the contracts. I am sure that they are fully qualified to do the work. I shall give the other firms to understand me, I shall give my contracts to the lowest bidder, though Portland has of necessity a slight advantage from nearness to the work."

"It is important, however, that Lynch is required by the terms of the preliminary contract that the world is to-day, Miss Meek's conception of the world is the very justification of them all."

—EUGENE PEGG.

LOCAL RAILWAY NEWS.

Under Erlich Depot—Wagon Roadway—On a Tour of Inspection.

TRANSCONTINENTAL STREET RAILWAY.

The Company Is Pushing Work on Its Lines With Much Vigor—Extension, Etc.

The Transcontinental Company are showing great confidence in the future of Northwest Portland by the thorough and extensive tracklaying they are now doing on their street cars.

Women were busy yesterday in laying a double set of curved rails around the corner of Thirteenth and G streets. These rails are similar to those used on curved roads, and will be used to enable the street cars to turn more easily on the narrow streets of the city.

The Northern Pacific Railroad Company have been working on a wagon roadway to be 120 feet long and running parallel with the track, which will be a great convenience to the public.

Mr. Kneller, Superintendent of the Oregon & California Railroad Company, is off on a tour of inspection of the company's lines. This will inspect the side as far as Ashland, and returning to the city Saturday, they will start down the West side, continuing to make an inspection of that section.

LIBELLANTS OF THE T. E. OAKES.

What sort of Fellow They Are—Sagamore's Union—A Nickel.

In the case of Rafferty and Olsen, against T. E. Oakes, to recover wages, attempt to due them, a letter has been filed in testimony by Capt. Reed of the police, which will give some idea of what men the libellants are, and what sort of men the ship after Rafferty and Olsen has been discharged in Ashland.

Capt. Reed, a native of Norway, and Douglas Peole, a native of England, died in the county, each of them yesterday, their examinations of the effects of the advice given to them, and their conduct while under contract to the Sagamore's Union, who was shown to be in the dock, and to whom half a shovelful of coal was given, and S. and the wife of Oakes will be necessary.

John Rafferty and crew of T. E. Oakes, East St., San Francisco, Oct. 5, 1888.

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